unused airstrips. This would facilitate air connectivity to small cities. The non-operational airports at Akola, Coochbehar, Cuddapah, Kolhapur, Mysore, Sholapur, Warangal, Surat and Gondia are being developed on the request of airlines and State Governments.

New airports

914. SHRI DWIJENDRA NATH SHARMAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of proposals received from the various States including North-East Region for development of airports under the schemes during the last three years;

(b) the details of each of such proposals;

(c) the details of proposals sanctioned by Government; and

(d) the specific reasons for delay in sanctioning the remaining proposals?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) 25.

(b) The proposals involve construction/development of airports at Visakhapatnam in Andhra Pradesh; Shimoga, Bijapur, Gulbarga, Hassan and Karwar in Karnataka, Kannur in Kerala, Chennai in Tamil Nadu, Itanagar and Tawang in Arunachal Pradesh, Chiethu in Nagaland, Pekyong in Sikkim, Kokrajhar in Assam, Greater Noida, Agra in Uttar Pradesh, Ajmer (Kishangarh) and Kota in Rajasthan, Halwara in Punjab, Surankote and Kishtwar in Jammu and Kashmir, Durgapur in West Bengal, Sindhudurg, Shirdi, Chakan and Navi Mumbai in Maharashtra.

(c) (i) Greenfield airport at Pekyong, Sikkim at an estimated cost of Rs. 320 crores has been approved.

(ii) In principle approval has been accorded to a new international airport at Navi Mumbai through Public Private Partnership (PPP).

(iii) Greenfield airport at Mopa (Goa).

(d) Reasonable time is required to examine such proposals from the viewpoints of traffic potential, commercial viability, technical clearance of sites, demand from airlines etc. before they are approved.

Functioning of low cost carriers

915. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the desirability and workability of the entry of low cost carriers;

(b) the air traffic in India being covered and served by low cost carriers;

(c) the mechanism to monitor their services and style of functioning by Government in the interest of passengers,: and

(d) whether in the wake of several private air services entry in India followed by better services, punctuality, will it not be a serious threat to Indian and Air India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Government has not introduced any classification of low cost airlines and as such there is no distinction in the policy for such airlines.

Policy for developing new airports

916. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the policy in developing new airports and upgrading the existing airports in the country and how do we compare with leading countries on this aspect;

(b) what is the present state of affairs of the major airports in the country in the wake of heavy inflow of air passengers;

(c) whether it is a fact that the existing infrastructure is no where near to meet the demands of crowded passengers; and

(d) whether there was not an earlier survey/study to gauge this kind of inflow of passengers and the reasons for it was not gauged and advance action taken?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Government of India has a "Policy on Airport Infrastructure" issued in 1997, which specifies the modalities for setting up of new Greenfiled airports with Private Sector participation. As regards the policy for upgrading existing airports, these are taken up based on factors such as traffic growth, availability of funds, availability of sufficient land, economic viability, etc.

(b) to (d) AAI monitors the capacity of airport *vis-a-vis* demand through Normative Planning/capacity Measurement Surveys and short term, medium term and long term forecast on a regular basis, which forms the basis for capacity augmentation measures. However, the unprecendented growth of past three years has posed a challenge to airport infrastructure. A few airports such as Mumbai, Delhi, Bangalore, Hyderabad and Pune etc. are saturated.

Government have taken measures to augment capacity as a result of which, additional capacity to handle 601.05 lakh passengers per annum on domestic sector and 301.80 lakh passengers per annum on international sector is under construction. This additional capacity is likely to be commissioned within next 2-3 years and is expected to ease the situation.

Congestion at metro airports

917. SHRI M.V. MYSURA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that due to steep rise in air traffic there is a congestion of air traffic in all metro airports;

(b) whether it is also a fact that due to lack of infrastructure facilities in the airports, amenities provided to the passengers are also inadequate;

(c) if so, the details of guidelines and procedures followed for permitting new airlines operators to the metro airports; and